JUN 12 1907

49
6/16/07

SOUTHERN PACIFIC COMPANY.

LINES IN OREGON

48

EMPLOYES' TIME TABLE

Effective Sunday, June 9, 1907

12:01 A. M. "Pacific Time"

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

J. P. O'BRIEN,
General Manager.

M. J. BUCKLEY,
General Superintendent.

EAST SIDE DIVISION: Ashland and Roseburg

Length of passing tracks in the clear and location of scales, water, fuel and turning stations	FROM SAN FRANCISCO					Flagging distance expressed in number of telegraph poles		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE	TIME TABLE No. 48 June 9, 1907	DISTANCE FROM ROSEBURG	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of telegraph poles		TOWARD SAN FRANCISCO				
	Third Class	Second Class	First Class												First Class			Second Class	Third Class
	226 Way Freight	222 Portland Fast Freight	16 Oregon Express	14 Portland Express	12 Shasta Express	Danger Point	Caution Point			STATIONS			Danger Point	Caution Point	15 California Express	13 San Fran. Express	11 Shasta Express	221 Portland Fast Freight	225 Way Freight
	Daily	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily
WCT	A M LV 12.30	P M LV 12.15	P M LV 4.40	A M LV 10.10	A M LV 3.20	10	15	9	430.53	DN ASHLAND 5.44	143.38	13	10	15	A M AR 11.15	P M AR 1.15	A M AR 12.10	A M AR 5.20	P M AR 11.30
2060	12.47	12.30	s 4.51	10.20	f 3.31			3½	435.97	Talent 2.53	137.94	5			s10.52	12.55	A M f11.48	4.30	11.00
1192	12.53	**12.46**	s 4.56	10.24	f 3.36			6	438.50	Phœnix 1.89	135.41	9			s10.41	**12.46**	f11.40	4.20	10.40
									440.39	Voorhies 2.77	133.52								
2140 W	1.23	12.57	s 5.09	s **10.32**	s **3.45**			5	443.16	DN MEDFORD 1.06	130.75	8			s **10.32**	s12.30	s11.27	**3.45**	10.15
1185									444.22	CRATER LAKE JCT. 3.08	129.69								
1545	1.38	1.07	s 5.19	10.39	f 3.52			5	447.30	Central Point 4.40	126.61	9			s10.11	12.21	f11.15	3.15	9.05
1390	1.47	1.19	5.29	10.45	f 4.00			11	451.70	Tolo 1.13	122.21	16			10.00	12.13	f11.06	2.55	8.40
			f 5.32	10.47	f 4.02				452.83	Gold Ray (No siding) 5.74	121.08				f 9.57	12.11	f11.04		
2060 W	**2.30**	1.39	s 5.45	10.56	s 4.12			10	458.57	D Gold Hill 7.77	115.34	16			s 9.42	P M 11.57	s10.50	**2.30**	8.15
2398	3.10	2.03	s 6.02	11.08	f 4.25			12	466.34	Woodville 8.91	107.57	18			s 9.24	11.40	f10.33	2.00	7.35
2050 WTCO	**3.40** **7.55**	2.40	s **6.20**	s **11.22**	s **4.45**	6	10	8	475.25	DN GRANTS PASS 2.05	98.66	6			s 9.05	s **11.22**	s10.15	1.30	**7.00** **5.05**
	8.05	2.55	6.26	11.30	4.50				477.30	Granite (Spur) 2.20	96.61	6			8.54	11.09	10.04	1.00	4.55
1366	8.15	3.10	6.33	11.36	4.55	10	15	7	479.50	Rogue 4.27	94.41	10	6	10	8.48	11.03	9.57	12.50	4.45
1989	**8.32**	3.30	s 6.45	11.45	f 5.03	6	10	8	483.70	D Merlin 3.44	90.14	12	10	15	s **8.32**	10.47	f 9.41	12.25	4.20
									487.21	Three Pines (Spur) 1.45	86.70								
895	9.00	**4.00**	f 7.03	P M 12.01	f 5.18	10	15	6	488.66	Hugo 3.14	85.25	8			f 8.21	10.35	f 9.29	12.05	**4.00**
	9.15	4.15	f 7.16	12.12	f 5.29			9	491.80	Tunnel 9 (No siding) 3.70	82.11	11	6	10	f 8.13	10.27	f 9.20	A M 11.50	3.40
1804	**10.11**	4.30	s 7.28	12.23	s 5.40	6	10	16	495.50	DN Leland 7.95	78.41	22	10	15	s 7.53	**10.11**	s 9.04	11.25	3.15
1892	10.45	5.00	s 7.51	12.42	s 5.58			8	503.45	D Wolf Creek 3.57	70.46	11			s 7.32	9.49	f 8.42	10.51	2.35
	11.00	5.20	8.06	12.53	6.09	10	15	4	507.02	Tunnel 8 (No siding) 2.22 — (East End)	66.89	6	6	10	7.19	9.34	8.27	10.35	2.10
1670 WTC	11.30	5.50	s **8.17**	s 1.04	s 6.19			6	509.24	DN Glendale 3.97	64.67	10	10	15	s 7.10	s 9.24	s **8.17**	10.20	1.55
2078	11.45	6.05	f 8.28	**1.13**	f 6.27			10	513.21	Reuben 4.58	60.70	13			f 6.56	9.10	f 8.03	9.45	**1.13**
2200	P M 12.07	6.27	8.42	1.28	f **6.42**			10	517.79	Brandt 4.76	56.12	13			**6.42**	8.58	f 7.51	9.22	12.47
980 WT	**12.30**	6.50	s **8.57**	1.44	s 6.55			21	522.55	DN West Fork 4.34	51.36	11			s 6.26	8.45	s 7.38	**8.57**	**12.30**
1989	12.46	**7.25**	9.11	1.57	7.07				526.89	Cow Creek 5.97	47.02	17			6.09	8.33	**7.25**	8.20	P M 11.45
2260	1.05	**8.00**	f 9.30	2.15	f 7.22			8	532.86	Nichols 3.77	41.05	10			f 5.50	8.17	f 7.08	**8.00**	11.18
	1.20	8.14	f 9.41	2.26	f 7.32			10	536.63	Doe Creek (Spur) 5.13	37.28	15			f 5.38	8.08	f 6.58	7.40	11.03
1175	1.40	8.32	f 9.55	2.39	f 7.43			5	541.76	Cornutt 3.80	32.15	8			f 5.25	7.57	f 6.46	7.20	10.43
2124	1.55	8.44	s10.04	2.47	s **7.51**			10	545.56	DN Riddle 4.88	28.35	14			s 5.17	**7.51**	s 6.40	7.10	10.34
	2.08	8.59	10.13	2.56	8.00				550.44	Weaver (Spur) 1.20	23.47				5.05	7.42	6.29	6.54	10.09
1084 W	2.30	9.10	s10.18	3.00	s 8.04			8	551.64	D Myrtle Creek 4.67	22.27	11			s 5.00	7.38	s 6.25	6.50	10.04
940	**3.10**	9.27	f10.29	**3.10**	f 8.13			5	556.31	Dole 3.07	17.60	8			f 4.48	7.29	f 6.14	6.36	9.15
	3.28	9.40	f10.36	3.17	f 8.19			7	559.38	Round Prairie (Spur) 4.00	14.53	10			f 4.41	7.23	f 6.08	6.26	9.06
1587	3.40	9.55	f10.46	3.25	s 8.27			10	563.38	D Dillard 5.74	10.53	14			f 4.31	7.15	s 5.59	6.14	8.55
2232	4.00	10.15	f10.59	3.36	f **8.38**			8	569.12	Green 4.79	4.79	12			f 4.17	7.04	f **5.46**	**5.46**	**8.38**
1660WTOC	4.20 P M AR	10.30 P M AR	s11.10 P M AR	s 3.45 P M AR	s 8.47 A M AR				573.91	DN ROSEBURG	0.00				4.05 A M LV	6.55 A M LV	5.35 P M LV	5.20 P M LV	8.10 A M LV
	Daily	Daily	Daily	Daily	Daily					143.38					Daily	Daily	Daily	Daily	Daily
	15.50	10.15	6.30	5.35	5.27					Time Over District					7.10	6.20	6.35	12.00	15.20
	9.05	13.99	22.58	25.66	26.31					Average Speed per Hour					20.01	22.64	21.78	11.99	9.34

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81).
When two passenger trains or two freight trains meet at Leland the west-bound train will take siding.

EAST SIDE DIVISION: Roseburg and Junction City

Length of passing tracks in to clear and location of scales, water, fuel and turning stations	FROM SAN FRANCISCO						Flagging distance expressed in number of telegraph poles		Minimum running time between stations for passenger trains—minutes	DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE	TIME TABLE No. 48 June 9, 1907	DISTANCE FROM JUNCTION CITY	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles		TOWARD SAN FRANCISCO					
	Third Class	Second Class	First Class													First Class				Second Class	Third Class
	226 Way Freight	222 Portland Fast Freight	16 Oregon Express	14 Portland Express	12 Shasta Express	18 Cot'ge Grove Passenger	Danger Point	Caution Point			STATIONS			Danger Point	Caution Point	15 California Express	13 San Fran. Express	11 Shasta Express	17 Cot'ge Grove Passenger	221 Portland Fast Freight	225 Way Freight
	Daily	Daily	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily
1660 WTCO	AM LV 8.00	AM LV 12.10	PM LV 11.25	PM LV 3.55	AM LV 9.07					573.91	DN ROSEBURG	87.79				AM AR s 3.45	AM AR s 6.45	PM AR s 5.15		PM AR 4.55	PM AR 3.30
									9		5.47		13								
	8.15	12.30	11.39	4.07	s 9.18					579.38	Winchester (Spur)	82.32				3.32	6.31	s 5.01		4.35	3.07
									6		3.40		9								
1217	8.25	12.42	11.47	**4.16**	s 9.26		10	15		582.78	Wilbur	78.92				3.24	6.23	s 4.53		**4.16**	2.42
									8		5.99										
	8.40	1.00	11.59	4.28	9.37					588.77	Whitmore (Spur)	72.93	19	10	15	3.12	6.11	4.41		3.20	2.10
									3		1.72										
2193 W	8.55	1.08	AM s12.04	**4.35**	s 9.42					590.49	DN Oakland	71.21				s 3.06	6.05	s **4.35**		3.05	2.00
									10		6.17		15								
2170	9.17	1.35	12.20	4.49	f 9.56		6	10		596.66	Isadora	65.04				2.51	5.49	f 4.19		2.35	1.30
									3½		2.16		6								
1642 T	9.30	1.45	12.28	4.55	f10.02					598.82	D Rice Hill	62.88				2.46	5.44	f 4.14		2.25	1.20
									10		6.26		15	6	10						
1470	9.45	**2.29**	f12.44	5.10	s10.17					605.08	D Yoncalla	56.62				f **2.29**	5.28	s 3.58		1.50	12.50
									5		3.11 — (No siding)		7½								
			12.50	5.16	f10.23					608.19	Boswell Springs	53.51				2.22	5.21	f 3.51			
											0.49										
									4	608.68	Palmer (Spur)	53.02	6								
											1.61										
1510 WT	**10.29**	3.00	s12.56	s 5.22	s**10.29**					610.29	DN Drain	51.41				s 2.16	s 5.15	s 3.45		1.30	12.29 PM
											1.35										
	10.43	3.05	12.59	5.25	10.32		10	15	4	611.64	Krewson (Spur)	50.06	7			2.11	5.11	3.40		1.10	11.58
											1.45										
944	10.53	3.10	1.03	5.29	f10.36					613.09	Leona	48.61				2.08	5.08	f 3.37		1.05	11.53
									5		3.29		8								
	11.05	3.23	1.10	5.36	f10.43					616.38	Anlauf (Spur)	45.32				2.01	5.01	f 3.29		12.55	11.43
											1.06										
	11.10	3.27	1.12	5.38	10.45				4	617.44	Curtin (Spur)	44.26	6			1.58	4.58	3.26		12.51	11.38
											1.75										
2120 W	**11.33**	3.38	1.17	5.42	s10.51					619.19	D Comstock	42.51				1.54	4.54	s 3.22		12.46	**11.33**
											1.91										
	11.40	3.48	1.23	5.48	10.57		6	10	8	621.10	Alca (Spur)	40.60	12			1.47	4.48	3.15		12.16	11.19
											2.13										
2120 Y	PM **12.05**	4.13	**1.40**	6.01	f**11.08**					623.23	Divide	38.47				**1.40**	4.41	f 3.08		**12.05** PM	**11.08**
											1.36										
									5	624.59	Veatch (Spur)	37.11	7	10	15						
											1.67										
1360	12.15	**4.34**	1.46	6.07	11.14					626.26	Latham	35.44				1.30	**4.34**	3.00		11.35	10.30
									2½		1.63		4								
2388 WT	12.45	4.45	s 1.53	s 6.13	s**11.20**	AM LV 5.10				627.89	DN COTTAGE GROVE	33.81				s 1.26	s 4.30	s 2.55	PM AR 9.50	**11.20**	10.15
									4		2.40		6								
	1.05	4.55	2.00	6.19	s11.26	s 5.16				630.29	D Saginaw (Spur)	31.41				1.17	4.23	s 2.47	s 9.42	10.50	9.30
									3		1.63		4								
1370	1.20	**5.20**	2.05	6.23	f11.30	f **5.20**				631.92	Walker	29.78				1.13	4.19	f 2.42	f 9.37	10.40	9.15
									7		4.78		10								
1510	1.40	5.42	2.16	6.33	s11.40	s 5.30				636.70	D Creswell	25.00				1.02	4.10	s 2.32	s 9.27	10.15	8.55
							10	15	8		5.41		11								
1660	**2.21**	5.55	2.27	6.43	s11.51	s 5.41				642.11	Goshen	19.59				12.50	4.00	s **2.21**	s 9.16	9.45	8.35
									7		3.41 — (Spur)		9								
	2.40	6.08	2.36	6.51	f11.59	f 5.49				645.52	DN SPRINGFIELD JCT.	16.18				12.41	3.51	f 2.12	f 9.07	9.28	8.20
									6		2.95		8								
1400 WT	4.00	6.30	s 2.48	s 7.02	PM s12.09	s 6.00				648.47	DN Eugene	13.23				s12.32	s 3.44	s 2.05	s 9.00	9.15	8.05
									7		5.71		10								
1415	4.30	**7.00**	2.59	7.12	s12.19	s 6.10				654.18	Irving	7.52				12.18	3.34	s 1.51	s 8.50	8.50	**7.00**
									3		2.00										
			3.03	7.16	12.23	f 6.13				656.18	Luper (No siding)	5.52	14			12.14	3.30	1.46	f 8.46		
									7		5.52										
1642 WTC	4.50 PM AR	7.20 AM AR	s 3.14 AM AR	s 7.25 PM AR	s12.32 PM AR	s 6.23 AM AR				661.70	DN JUNCTION CITY	0.00				12.02 AM LV	3.20 AM LV	1.35 PM LV	8.36 PM LV	8.30 AM LV	6.30 AM LV
	Daily	Daily	Daily	Daily	Daily	Daily					87.79					Daily	Daily	Daily	Daily	Daily	Daily
	8.50	7.10	3.49	3.30	3.25	1.13					Time Over District					3.43	3.25	3.40	1.40	8.25	9.00
	9.93	12.25	23.13	25.08	25.69	27.81					Average Speed per Hour					23.62	25.69	23.94	27.94	10.43	9.75

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81).

EAST SIDE DIVISION: Junction City and Portland

Length of passing tracks in to clear and location of scales, water, fuel and turning stations	FROM SAN FRANCISCO										Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for passenger trains—minutes	DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE	TIME TABLE No. 48 June 9, 1907	DISTANCE FROM PORTLAND	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles.		TOWARD SAN FRANCISCO									
	Third Class		Second Class			First Class														First Class					Second Class			Third Class	
	226	226	63	222	49	61	14	12	18	16					STATIONS					11	17	15	13	62	221	60	50	225	225
	Way Freight	Way Freight	Mixed	Portland Fast Freight	Mixed	Lebanon Passenger	Portland Express	Shasta Express	Cot'ge Grove Passenger	Oregon Express	Danger Point	Caution Point						Danger Point	Caution Point	Shasta Express	Cot'ge Grove Passenger	California Express	San Fran. Express	Lebanon Passenger	Portland Fast Freight	Mixed	Mixed	Way Freight	Way Freight
	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
1642 WTC		PM LV 9.10		AM LV 7.55			PM LV 7.28	PM LV 12.35	AM LV 6.27	AM LV **3.19**				661.70	DN JUNCTION CITY	110.24				PM AR s 1.33	PM AR s 8.32	PM AR s11.57	AM AR s **3.19**		AM AR 6.55				PM AR 8.10
															2.92														
		9.20		8.05			7.36	12.42	6.34	3.27				664.62	River Spur	107.32				1.26	8.25	11.51	3.12		6.42				7.55
													8		1.00		11												
		9.23		8.08			7.38	12.44	6.35	3.29				665.62	Virgil (Spur)	106.32				1.24	8.23	11.49	3.10		6.39				7.48
															0.55														
2216		9.40		8.10			**7.40**	s12.46	s **6.36**	3.31				666.17	D Harrisburg	105.77				s 1.22	s 8.22	11.48	3.09		**6.36**				**7.40**
													4		3.16		6												
		9.52		8.19			7.48	12.51	f 6.42	3.38				669.33	Muddy (Spur)	102.61				1.14	f 8.13	11.42	3.03		6.05				6.51
													7		5.48		10												
2173		10.20		8.34			**8.02**	s **1.04**	s 6.52	3.50				674.81	D Halsey	97.13				s **1.04**	s **8.02**	11.31	2.54		5.42				6.35
													6		5.20		10												
1428		10.40		8.50			8.10	s 1.14	s 7.03	4.01				680.01	D Shedd	91.93				s12.48	s 7.52	11.21	2.45		5.15				6.15
													7		5.63		10												
1045		**11.10**		9.10			8.21	s 1.25	s 7.14	4.12				685.64	Tangent	86.30				s12.33	s 7.42	**11.10**	2.35		4.55				5.55
													7		5.05		9												
		11.25	PM LV 4.10	9.25	AM LV 7.05	AM LV 7.20	8.31	1.34	7.25	4.22				690.69	ALBANY JUNCTION	81.25				12.23	7.33	11.00	2.26	PM AR 7.49	4.35	PM AR 1.04	PM AR 7.59		5.35
													2		1.17		3												
1757WYCO	AM LV 9.30	11 30 PM AR	4.15 PM AR	9.45	7.10 AM AR	7.25 AM AR	s 8.35	s 1.42	s 7.30	s **4.30**				691.86	DN ALBANY	80.08				s12.20	s 7.30	s10.57	s 2.23	7.45 PM LV	**4.30**	1.00 PM LV	7.55 PM LV	PM AR 1.35	5.30 PM LV
													7		4.59		10												
2050	9.40			9.58			8.44	1.51	f 7.42	4.39				696.45	Millersburg	75.49				12.03 PM	f 7.16	10.42	2.11		3.52			1.20	
													7		4.06		9												
2088	9.55			10.12			8.52	s 2.01	s 7.51	4.47				700.51	D Jefferson	71.43				s11.53	s 7.08	10.34	2.03		3.35			1.10	
															3.74														
													6	704.25	Keech (Spur)	67.69	9												
															0.94														
1140	10.05			10.24			9.01	s 2.09	s 8.00	4.56				705.19	Marion	66.75				s11.42	s 6.59	10.25	1.55		3.17			12.50	
													8		6.43		11												
2231	10.20			10.38			9.12	s 2.22	s 8.12	5.07				711.62	D Turner	60.32				s11.26	s 6.47	10.13	1.44		2.55			12.25 PM	
													4		2.82 —(No siding)		5												
							9.17	f 2.28	s 8.18	5.12				714.44	Reform School	57.50				f11.17	s 6.41	10.07	1.39						
													7		4.80		9												
1825 WY	**10.40 11.28**			**10.55 11.38**			s 9.28	s 2.45	s 8.30	s 5.23				719.24	DN Salem	52.70				s **11.03**	s 6.32	s 9.56	s 1.31		2.33			**11.55 11.25**	
													10		5.02		13												
1310	11.42			11.55			**9.42**	s 2.58	s 8.44	5.36				724.26	Chemawa	47.68				s10.43	s 6.18	**9.42**	1.17		2.13			11.00	
													6		3.61		8												
2220	11.53			PM 12.10			9.48	s 3.07	s 8.52	5.43				727.87	Brooks	44.07				s **10.35**	s 6.10	9.34	1.10		2.00			**10.35**	
													9		5.21		11												
1257	PM 12.13			12.30			9.58	s 3.19	s 9.04	5.53				733.08	D Gervais	38.86				s10.22	s 5.59	9.23	1.01		1.41			10.00	
													5		3.13		6												
2678 WOY	**12.20 1.30**			**12.55**			s10.05	s 3.34	s **9.15**	s 6.00	10	15		736.21	DN WOODBURN	35.73		10	15	s10.13	s 5.51	s 9.16	s12.55		1.27			**9.15**	
													4		3.58		6												
2243	1.40			1.10			10.12	s 3.43	s 9.23	6.07				739.79	D Hubbard	32.15				s 9.58	s 5.41	9.07	12.48		1.10			8.35	
															3.07														
													5	742.86	Hito (Spur)	29.08	8												
															1.31														
972	2.15			1.30			10.19	s 3.55	s 9.33	6.14				744.17	D Aurora	27.77				s 9.45	s 5.33	8.57	12.41		12.55			8.15	
													3		2.05		4												
1661 W	2.30			1.40			10.23	s 4.00	s **9.38**	6.18				746.22	Barlow	25.72				s **9.38**	s 5.28	8.52	**12.37**		**12.37**			8.00	
													3		1.56		4												
1200	3.05			1.55			10.27	s 4.07	s 9.46	6.22				747.78	D Canby	24.16				s 9.31	s 5.24	8.48	12.34		12.15			7.40	
													6		3.33		8												
	3.20			2.10			10.34	s 4.15	s 9.56	6.29				751.11	New Era (Spur)	20.83				s 9.21	s 5.16	8.40	12.26		12.01 AM			7.11	
															0.64														
1580	3.22			2.12			10.35	4.17	f 9.58	6.30			5	751.75	Coalca	20.19	6			9.19	f 5.14	8.38	12.24		11.59			7.06	
															2.10														
1425	3.26			2.20			10.39	4.22	10.02	6.34				753.85	Pulp	18.09				9.14	5.10	8.34	12.20		11.51			7.00	
													6		2.62		7												
1880 W	4.10			2.40			10.46	s 4.33	s10.11	s **6.41**				756.47	DN Oregon City	15.47				s 9.07	s 5.04	s 8.27	12.14		11.41			**6.41**	
													3		1.70		4												
	4.15			2.50			10.50	4.38	f10.15	6.45				758.17	Paper Mill (Spur)	13.77				9.01	f 4.56	8.23	12.10		11.28			6.18	
													5		2.79		7												
1625	**4.49**			3.10			10.56	Foot-note s **4.49**	s10.21	6.51				760.96	Clackamas	10.98				s 8.54	Foot-note s **4.49**	8.18	12.04		11.18			6.10	
															0.44														
														761.40	Laidlaw (Spur)	10.54													
													6½		0.60		8												
	5.03			3.13			10.58	4.51	10.23	6.53				762.00	Haskell	9.94				8.52	4.47	8.16	12.02 AM		11.15			6.00	
															3.02														
2030	5.13			3.25			**11.04**	4.58	f10.30	6.59				765.02	Milwaukee	6.92				8.45	f 4.42	8.11	11.57		**11.04**			5.52	
													2		1.51		3												
	5.18			3.30			11.07	5.01	f10.33	7.02				766.53	Willsburg (Spur)	5.41				8.41	f 4.39	8.08	11.54		10.45			5.46	
															0.97														
													3	767.50	Ladd	4.44	4												
															0.97														
1410 W	5.37			3.40			11.11	s 5.06	s10.39	7.06				768.47	D Car Shops	3.47				s 8.37	s 4.36	8.05	11.50		10.39			5.40	
													10		2.21 —(No siding)		10												
							11.21	s 5.20	s10.50	s 7.16				770.68	East Washington Street	1.26				s 8.25	s 4.25	s 7.55	11.40						
													3		0.62		4												
2360 O	6.20			**4.20**			11.25	s 5.25	s10.55	s 7.20				771.30	D EAST PORTLAND	0.64				s 8.20	s **4.20**	s 7.50	11.35		10.15			5.20	
													4		0.64		5												
WCTO	6.30 PM AR			4.35 PM AR			**11.30** PM AR	5.30 PM AR	11.00 AM AR	7.25 AM AR				771.94	DN PORTLAND	0.00				8.15 AM LV	4.15 PM LV	7.45 PM LV	**11.30** PM LV		10.00 PM LV			5.05 AM LV	
	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily					110.24					Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
	9.00	2.20	0.05	8.40	0.05	0.05	4.02	4.55	4.33	4.06					Time Over District					5.18	4.17	4.12	3.49	0.04	8.55	0.04	0.04	8.30	2.40
	8.89	12.91	14.04	12.72	14.04	14.04	27.30	22.38	24.24	26.89					Average Speed per Hour					18.91	25.74	26.22	28.88	17.55	12.36	17.55	17.55	9.56	11.31

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81).

No. 17 will take siding at Clackamas for No. 12. West-bound freight trains will take siding at Chemawa for all east-bound trains. Nos. 17 and 18 will stop at Fair Grounds.

EAST SIDE DIVISION: Albany and Lebanon—Lebanon Branch

FROM SAN FRANCISCO									TIME TABLE No. 48 June 9, 1907					TOWARD SAN FRANCISCO			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Third Class	Second Class	Second Class	First Class	Flagging distance expressed in number of telegraph poles		Minimum running time between stations for passenger trains—minutes	DISTANCE FROM PORTLAND		DISTANCE FROM LEBANON	Minimum running time between stations for mixed and freight trains—minutes	Flagging distance expressed in number of telegraph poles		First Class	Second Class	Second Class	Third Class
		50	60	62	Danger Point	Caution Point			STATIONS			Danger Point	Caution Point	61	49	63	
		Mixed	Mixed	Lebanon Passenger										Lebanon Passenger	Mixed	Mixed	
		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.										Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	
1757 WYOC		PM LV 7.55	PM LV 1.00	PM LV 7.45	8	12		80.0	DN ALBANY	12.5		8	12	AM AR 7.25	AM AR 7.10	PM AR 4.15	
							2		1.2		3						
		7.59	1.04	7.49				81.2	ALBANY JUNCTION	11.3				7.20	7.05	4.10	
							4		1.8		5						
785		8.04	f 1.11	f 7.54				83.0	Froman	9.5				f 7.15	7.00	f 4.04	
							5		2.2		6						
800		8.10	1.19	f 8.00				85.2	Fry	7.3				f 7.09	6.54	f 3.58	
							4		1.7		4						
900		8.14	f 1.25	f 8.04				86.9	Goltra	5.6				f 7.04	6.50	f 3.53	
							3		1.1		3						
		8.17	f 1.30	f 8.07				88.0	Cranor (No siding)	4.5				f 7.01	6.47	f 3.50	
							1		0.5		1¼						
865 Y		s 8.25 PM AR	s 1.35	s 8.15				88.5	D TALLMAN	4.0				s 7.00	6.45 AM LV	s 3.45	
							2		1.0		2½						
910			f 1.39	f 8.19				89.5	Irvinville	3.0				f 6.53		f 3.30	
							5		2.7		6						
								92.2	Calahan (Spur)	0.3							
							1		0.3		1						
1380 T			1.50 PM AR	8.30 PM AR				92.5	D LEBANON	0.0				6.45 AM LV		3.20 PM LV	
		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.					12.5					Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	
		0.30	0.50	0.45					Time over District					0.40	0.25	0.55	
		17.00	15.00	16.67					Average Speed per Hour					18.75	20.40	13.64	

EAST SIDE DIVISION: Woodburn and Silverton—Woodburn-Springfield Branch

FROM SAN FRANCISCO									TIME TABLE No. 48 June 9, 1907					TOWARD SAN FRANCISCO			
	Third Class	Second Class	Second Class	First Class	Flagging distance expressed in number of telegraph poles		Minimum running time between stations for passenger trains—minutes	DISTANCE FROM PORTLAND		DISTANCE FROM NATRON	Minimum running time between stations for mixed and freight trains—minutes	Flagging distance expressed in number of telegraph poles		First Class	Second Class	Second Class	Third Class
		46	48		Danger Point	Caution Point			STATIONS			Danger Point	Caution Point		45	47	
		Mixed	Mixed												Mixed	Mixed	
		Daily Ex. Sun.	Daily Ex. Sun.												Daily Ex. Sun.	Daily Ex. Sun.	
2678 WYO		PM LV 6.00	AM LV 10.30		8	12		35.7	DN WOODBURN	92.8		8	12		AM AR 9.05	PM AR 3.20	
							4		2.8		6						
340		f 6.06	f10.40					38.5	Townsend (Spur)	90.0					f 8.57	f 3.10	
							2		1.4		3						
1130		s 6.10	s10.45					39.9	McKee (Spur)	88.6					s 8.53	s 3.05	
							2		1.1		3						
540		f 6.14	f10.50					41.0	Baron (Spur)	87.5					f 8.49	f 3.00	
							2		1.1		3						
1345		s 6.18	s11.15					42.1	D Mt. Angel	86.4					s 8.45	s 2.55	
							3		1.8		4						
680		f 6.22	f11.20					43.9	Downs (Spur)	84.6					f 8.40	f 2.30	
							3		2.3		5						
442 WT		s 6.28 PM AR	11·25 AM AR					46.2	D SILVERTON	82.3					8.35 AM LV	2.25 PM LV	
		Daily Ex. Sun.	Daily Ex. Sun.						10.5						Daily Ex. Sun.	Daily Ex. Sun.	
		.28	.55						Time over District						.30	.55	
		22.50	16.36						Average Speed per Hour						21.00	16.36	

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81).
No. 60 has right over No. 63.

EAST SIDE DIVISION: Silverton, Natron and Wendling—Woodburn-Springfield and Mohawk Branches

Length of passing tracks in to clear and location of scales, water fuel and turning stations	FROM SAN FRANCISCO						Flagging distance expressed in number of telegraph poles		Minimum running time between stations for passenger trains—minutes	DISTANCE FROM PORTLAND	TIME TABLE No. 48 June 9, 1907	DISTANCE FROM NATRON AND BRANCH TERMINALS	Minimum running time between stations for mixed and freight trains—minutes	Flagging distance expressed in number of telegraph poles		TOWARD SAN FRANCISCO					
	Third Class	Second Class				First Class	Danger Point	Caution Point			STATIONS			Danger Point	Caution Point	First Class	Second Class				Third Class
		50	46	54	52												49	45	51	53	
		Mixed	Mixed	Mixed	Mixed												Mixed	Mixed	Mixed	Mixed	
		Daily Ex. Sun.	Daily Ex. Sun.	Tuesday Thursday Saturday	Daily Ex. Sun.												Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Tuesday Thursday Saturday	
442 WT			P M LV 7.00				8	12		46.2	D SILVERTON	82.3		8	12			A M AR s 8.15			
									6		4.4		9								
625			s 7.10							50.6	Switzerland (Spur)	77.9						s 8 02			
									2		1.6		3								
900			s 7.15							52.2	Pratum	76.3						s 7.55			
									1		0.7		9								
389										52.9	Fir (Spur)	75.6									
									5		3.3										
793			s 7.30							56.2	Macleay	72.3						s 7·40			
									3		2.3		5								
1356			s 7.38							58.5	Shaw	70.0						s 7·28			
									5		2.9		7								
445 W			s 7.50							61.4	Aumsville	67.1						s 7·13			
									5		3.9		7								
945			s 8.10							65.3	West Stayton	63.2						s 6.50			
									3		1.7		4								
408			f 8.15							67.0	North Santiam	61.5						f 6.35			
									3		1.8		4½								
405			s 8.20							68.8	SHELBURN	59.7						s 6.30			
									3		1.9		4								
525			f 8.45							70.7	D West Scio	57.8						s 6·23			
									5		4.2		8								
685			f 8.55							74.9	Gaines (Spur)	53.6						f 6·03			
									2		1.3		3								
574 T			9.00 P M AR							76.2	CRABTREE	52.3						6·00 A M LV			
									4		1.9		5								
455										78.1	Balm (Spur)	50.4									
									5		3.3		8								
645										81.4	Spicer	47.1									
									3		1.8		4								
865 Y		P M LV 8.30								83.2	D TALLMAN	45.3					A M AR s 6·35				
									3		2.3		4½								
975		f 8.35								85.5	Lowson	43.0					f 6·27				
									6		4.2		8								
975		s 8.50								89.7	Plainview	38.8					s 6·17				
									5		4.0		8								
		f 9.00								93.7	Linn (No siding)	34.8					f 6·07				
									3		2.3		4½								
900 W		s 9.30								96.0	D Brownsville	32.5					s 6·00				
									6		4.4		9								
345		f 9.40								100.4	Twin Buttes (Spur)	28.1					f 5·28				
									5		3.9		8								
915		f 9.50								104.3	Rowland	24.2					f 5·20				
									5		3.4		7								
605		f 9.57								107.7	Priceboro (Spur)	20.8					f 5·13				
									5		3.8		7								
435		f10.05								111.5	Wilkins (Spur)	17.0					f 5·05				
									5		4.1		8								
686		s10.25			A M LV 8.00					115.6	D COBURG	12.9					s 4·55		P M AR 4.30		
									4½		3.1		6¾								
		f10.35			f 8.09					118.7	Armitage (Spur)	9.8					f 4·40		f 4.22		
									6		4.6		9								
1150 WT		10.45 P M AR		P M LV 3.00	s 9.05					123.3	D SPRINGFIELD	5.2					4.30 A M LV		4.10 s 2.35	P M AR 3.45	
									2		1.4		3								
				3.04	9.09					124.7	MOHAWK JUNCTION	3.8							2.31	3.41	
					9.10					124.7	MOHAWK JUNCTION	16.0							2.30		
									7		4.9		11								
1825					f 9.27					129.6	Yarnell	11.1							f 2.15		
									3		1.6		4								
					s 9.35					131.2	Spores (Spur)	9.5							s 2.05		
									4		2.0		5								
373					s 9.45					133.2	Donna (Spur)	7.5							s 1.50		
									6		3.6		8								
1518 WT					s10.10					136.8	Marcola	3.9							s 1.30		
									1¾		1.0		2½								
450					s10.35					137.8	Hyland (Spur)	2.9							s 1.15		
									6		2.9		8								
1320					10.55 A M AR					140.7	D WENDLING	0.0							1.00 P M LV		
				3.04						124.7	MOHAWK JUNCTION	3.8								3.41	
									5		0.4		7								
				f 3.05						125.1	Douglas (No siding)	3.4								f 3.40	
											3.4										
945				3.15 P M AR						128.5	NATRON	0.0								3.30 P M LV	
											82.3										
		Daily Ex. Sun.	Daily Ex. Sun.	Tuesday Thursday Saturday	Daily Ex. Sun.												Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Tuesday Thursday Saturday	
		2.15	2.00	0.15	2.55						Time over District						2.05	2.15	3.30	0.15	
		17.80	15.00	20.80	8·49						Average Speed per Hour						19.20	13.32	7.17	20.80	

West-bound trains are superior to trains of the same class in the opposite direction (See Rule 81). No. 52 has right over No. 51, and No. 54 over No. 53.

WEST SIDE DIVISION: Portland and Corvallis

Length of passing tracks in to clear and location of scales, water, fuel and turning stations	FROM SAN FRANCISCO								Flagging distance expressed in number of telegraph poles		Minimum running time between stations for passenger trains—minutes	DISTANCE FROM PORTLAND	TIME TABLE No. 48 June 9, 1907	DISTANCE FROM CORVALLIS	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles		TOWARD SAN FRANCISCO							
	Third Class		First Class															First Class						Third Class	
	56 Way Freight	58 Way Freight	10 Forest Grove Passenger	4 Sheridan Passenger	6 Dallas Passenger	8 Forest Grove Passenger	76 Dallas Passenger	2 Corvallis Passenger										7 Forest Grove Passenger	3 Sheridan Passenger	5 Dallas Passenger	9 Forest Grove Passenger	1 Corvallis Passenger	77 Dallas Passenger	55 Way Freight	57 Way Freight
	Daily Ex. Sun.	Daily Ex. Sun	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Danger Point	Caution Point			STATIONS			Danger Point	Caution Point	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
WCTO	AM LV 6 00		PM LV 5.20	PM LV 4.10		AM LV 11.00		AM LV 7.00				0.0	DN PORTLAND	96.5				AM AR 8.00	AM AR 10.20		PM AR 2.50	PM AR 5.55		PM AR 5.10	
											15		3.1		20										
	6.25		Foot-note f **5.35**	f 4.30		f11.20		f 7.20				3.1	South Portland (Spur)	93.4				f 7.40	f10.03		f 2.31	Foot-note f **5.35**		4.50	
											8		2.5		10										
908	6.36		s 5.49	s **4.40**		s11.29		Foot-note s **7.30**				5.6	Bertha	90.9				Foot-note s **7.30**	s 9.55		s 2.23	s 5.22		**4.40**	
											4		2.2		6										
	6.43		s 5.55	s 4.47		s11.35		f 7.36				7.8	Shattuck (Spur)	88.7				s 7.23	s 9.45		s 2.15	f 5.11		4.05	
											1		0.5		1½										
	6.45		f 5.57	f 4.49		f11.37		7.37				8.3	Olsen (Spur)	88.2				f 7.21	f 9.43		f 2.13	5.09		4.01	
											2		0.9		3										
	6.48		s 5.59	s 4.51		s11.39		f 7.39				9.2	Raleigh (No siding)	87.3				s 7.19	s 9.40		s 2.11	s 5.06		3.57	
											4		2.1		6										
825 T	**7.13**		s 6.04	Foot-note s **4.59**		s11.44		s 7.45				11.3	D Beaverton	85.2				s **7.13**	s 9.32		s 2.05	Foot-note s **4.59**		3.50	
											2		1.3		3										
W	7.20		s 6.07	s 5.03		s11.47		s 7.49				12.6	St. Mary's (Spur)	83.9				s 7.09	s 9.26		s 2.02	s 4.53		3.12	
											6		3.3		8										
897	7.30		s 6.15	s 5.11		s11.55		s 7.59				15.9	Reedville	80.6				s 7.01	s 9.18		s 1.55	s 4.45		3.00	
											2		1.3												
	7.35		f 6.18	f 5.14		f11.58		f 8.02				17.2	Witch Hazel (No siding)	79.3	5			f 6.58	f 9.14		f 1.52	f 4.41		2.48	
													0.6												
	7.39		6.19	5.16		11.59		8.04			3	17.8	Hare (Spur)	78.7				6.57	9.12		1.50	4.39		2.46	
													1.2		3										
	7.42		f 6.22	f 5.19		PM f12.02		s 8.07				19.0	Newton (Spur)	77.5				f 6.55	f 9.09		f 1.47	s 4.35		2.42	
													0.8		2										
	7.45		6.24	5.21		12.04		8.09			3	19.8	Adams (Spur)	76.7				6.53	9.06		1.44	4.32		2.38	
													0.8		2										
975	**8.16**		s 6.27	s 5.26		s12.07		s **8.16**				20.6	D HILLSBORO	75.9				s 6.51	s 9.03		s 1.42	s 4.30		2.35	
											5		3.5		7										
1062	**8.53**		s 6.35	s 5.34		s12.15		s 8.26				24.1	Cornelius	72.4				s 6.44	s **8.53**		s 1.34	s 4.16		1.55	
													1.1												
			f 6.37	5.36		f12.17		8.28			3	25.2	Murray (No siding)	71.3	5			f 6.42	8.49		f 1.32	4.12			
													1.1												
1240 T	9.25		6.40 PM AR	s 5.40		12.20 PM AR		s 8.34				26.3	D FOREST GROVE	70.2				6.40 AM LV	s 8.47		1.30 PM LV	s 4.10		1.45	
											3		1.8		4										
950	9.40			s 5.44				s **8.40**				28.1	Dilley	68.4					s **8.40**			s 4.01		1.00	
											3		2.0		5										
1072	9.55			f 5.48				f 8.45				30.1	Gale's (Spur)	66.4					f 8.36			f 3.55		12.45	
											3		1.9		4										
790 W	10.10			s 5.52				s 8.52	8	12		32.0	Gaston	64.5		8	12		s 8.32			s 3.50		12.35	
											3		2.2		5										
	10.25			f 5.57				s 8.58				34.2	Wapato (Spur)	62.3					f 8.27			s 3.42		12.20	
											4		2.6		6										
	10.40			f 6.03				f 9.04				36.8	Cove Orchard (Spur)	59.7					f 8.20			f 3.35		12.10	
											4		2.5		6										
915	11.05			s 6.09				s 9.11				39.3	North Yamhill	57.2					s 8.15			s 3.28		PM 11.59	
											5		3.4		7										
1340	**11.35**			s 6.18				s 9.22				42.7	D Carlton	53.8					s 8.06			s 3.18		**11.35**	
											6		4.3		9										
1046 Y	PM 12.15	PM LV 12.05		f 6.28	PM LV 6.11		AM LV 9.46	s 9.36				47.0	D ST. JOSEPH	49.5					f 7.56	AM AR s 8.19		s 3.05	PM AR s 4.32	10.50 10.25	AM AR 10.45
											5		3.0		7										
1115	12.35	12.20		s 6.36	s 6.19		s **9.54**	s **9.44**				50.0	D McMinnville	46.5					s 7.49	s 8.12		s 2.57	s 4.25	**10.15** **9.20**	10.35
											6		4.2		9										
775 WY	1.05	12 35 PM AR		s 6.45 PM AR	s 6.28 PM AR		s10.04 AM AR	s 9.54				54.2	D WHITESON	42.3					7.40 AM LV	8.03 AM LV		s 2.45	4.16 PM LV	9.10	10.15 AM LV
											4		2.6		6										
1440	1.15							s10.00				56.8	Amity	39.7								s 2.39		8.58	
											7		5.3		11										
1017	1.30							s10.11				62.1	McCoy	34.4								s 2.27		8.38	
											7		4.5		10										
	1.45							s10.21				66.6	Crowley (Spur)	29.9								s 2.17		8.20	
											5		3.4		8										
1020 W	**2.09**							s10.29				70.0	Derry	26.5								s **2.09**		8.10	
											8		5.7		12										
970	2.58							s10.44				75.7	D INDEPENDENCE	20.8								s 1.55		7.50	
											7		5.3		11										
1247	3.20							s10.55				81.0	Parker	15.5								s 1.43		7.19	
											3		2.0		4½										
1045	3.28							s11.00				83.0	Suver	13.5								s 1.38		7.12	
											4		3.1		7										
1080	3.40							s11.05				86.1	Wellsdale	10.4								s 1.31		7.02	
											4		2.6		6										
W	3.49							f11.10				88.7	Calloway (Spur)	7.8								f 1.25		6.55	
											4		2.6		6										
	4.00							f11.15				91.3	Lewisburg (Spur)	5.2								f 1.19		6.48	
											6		4.0		8										
								s11.25				95.3	C. & E. CROSSING	1.2								s 1.10			
											5		1.2		7										
845 T	4.20 PM AR							11.30 AM AR				96.5	D CORVALLIS	0.0								1.05 PM LV		6.30 AM LV	
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily					96.5					Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
	10.20	0.30	1.20	2.35	0.17	1.20	0.18	4.30					Time Over District					1.20	2.40	0.16	1.20	4.50	0.16	10.40	0.30
	9.34	14.40	19.73	20.98	25.41	19.73	24.00	21.44					Average Speed per Hour					19.73	20.25	27.00	19.73	19.97	27.00	9.00	14.40

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81).

No. 7 will wait at Bertha until 7.40 A. M. for No. 2.
No. 7 will take siding at Bertha for No. 2

No. 1 will wait at Beaverton until 5.09 P. M. for No. 4.
No. 1 will wait at South Portland until 5.45 P. M. for No. 10.

Nos. 55 and 56 will carry passengers between Corvallis and Independence.

YAMHILL DIVISION: Portland and St. Joseph

FROM SAN FRANCISCO

TIME TABLE
No. 48
June 9, 1907

Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Third Class	First Class															Flagging distance expressed in number of telegraph poles		Minimum running time between stations for passenger trains—minutes	DISTANCE FROM PORTLAND	STATIONS
	58 Way Freight Daily Ex. Sun.	44 Suburban Passenger Daily	42 Suburban Passenger Daily	40 Suburban Passenger Daily	38 Suburban Passenger Daily	36 Suburban Passenger Daily	6 Dallas Passenger Daily	34 Suburban Passenger Daily	32 Suburban Passenger Daily	30 Suburban Passenger Daily	28 Suburban Passenger Daily Ex. Sun.	26 Suburban Passenger Daily	76 Dallas Passenger Daily	24 Suburban Passenger Daily	22 Suburban Passenger Daily Ex. Sun.	20 Suburban Passenger Daily Ex. Sun.	Danger Point	Caution Point			
520 TO	AM LV 7.50	PM LV 11.30	PM LV 10.10	PM LV 7.45	PM LV **6.25**	PM LV 5.20	PM LV 4.15	PM LV 3.30	PM LV 2.05	PM LV 12.50	AM LV 10.25	AM LV 8.50	AM LV 7.40	AM LV 7.30	AM LV 6.30	AM LV 5.30				0.0	D **PORTLAND** 0.8
542	7.54	f11.33	f10.13	f 7.48	f 6.28	f 5.23	f 4.18	f 3.33	f 2.08	f12.53	f10.28	f 8.53	7.43	f 7.33	f 6.33	f 5.33				0.8	**Turntable** 0.7
																			6	1.5	**Dorrance** (Spur) 0.1
	7.58	f11.35	f10.15	f 7.50	f 6.30	f 5.25	f 4.20	f 3.35	f 2.10	f12.55	f10.30	f 8.55	7.45	f 7.35	f 6.35	f 5.35				1.6	**Wrenn** (Spur) 0.1
	7.59	f11.36	f10.16	f 7.51	f 6.31	f 5.26	f 4.21	f 3.36	f 2.11	f12.56	f10.31	f 8.56		f 7.36	f 6.36	f 5.36				1.7	**Zimmerman** (Spur) 0.5
	8.02	f11.38	f10.18	f 7.53	f 6.33	f 5.28	f 4.23	f 3.38	f 2.13	f12.58	f10.33	f 8.58	7.48	f 7.38	f 6.38	f 5.38			1	2.2	**Jones** (Spur) 0.4 —(No siding)
	8.05	s11.39	s10.19	s 7.54	s 6.34	s 5.29	s 4.24	s 3.39	s 2.14	s12.59	s10.34	s 8.59	7.49	s 7.39	s 6.39	s 5.39			1	2.6	**Southern Portland** 0.4
	8.08	s11.40	s10.20	s 7.55	s 6.35	s 5.30	s 4.25	s 3.40	s 2.15	s 1.00	s10.35	s 9.00	7.50	s 7.40	s 6.40	s 5.40			1½	3.0	**Fulton** (No siding) 0.5
	8.11	s11.42	s10.22	s 7.57	s 6.37	s 5.32	s 4.27	s 3.42	s 2.17	s 1.02	s10.37	s 9.02	7.52	s 7.42	s 6.42	s 5.42			3	3.5	**Cemetery** (No siding) 1.2
277	**8.19**	s11.46	s10.26	s 8.01	s 6.41	s 5.36	s 4.31	s **3.46**	s 2.21	s 1.06	s10.41	s 9.06	7.56	s 7.46	s 6.46	s 5.46			1	4.7	**Riverdale** 0.5
	8.21	s11.47	s10.27	s 8.02	s 6.42	s 5.37	s 4.32	f 3.47	s 2.22	s 1.07	s10.42	s 9.07	7.57	s 7.47	s 6.47	s 5.47				5.2	**Rivera** (No siding) 0.2
		f11.48	f10.28	f 8.03	f 6.43	f 5.38	f 4.33	f 3.48	f 2.23	f 1.08	f10.43	f 9.08		f 7.48	f 6.48	f 5.48			5	5.4	**Elk Rock** (Spur) 0.6
	8.26	11.52	10.32	8.07	6.47	5.42	4.37	3.52	2.27	1.12	10.47	9.12	8.02	7.52	6.52	5.52				6.0	**Rock Spur** 1.0
270 Y	8.35	11.55 PM AR	10.35 PM AR	8.10 PM AR	6.50 PM AR	5.45 PM AR	s 4.40	3.55 PM AR	2.30 PM AR	1.15 PM AR	10.50 AM AR	9.15 AM AR	s 8.05	7.55 AM AR	6.55 AM AR	5.55 AM AR			6	7.0	D **OSWEGO** 3.3
	8.50						f 4.48						f 8.13							10.3	**Bryant** (Spur) 0.8
745	8.55						f 4.50						f 8.15						5	11.1	**Cook** 1.7
	9.12						s 4.54						s 8.19							12.8	**Tualatin** (Spur) 1.3
	9.20						f 4.57						f 8.22				8	12	4	14.1	**Herrman** (Spur) 0.5
	Foot-note **9.31**						4.58						8.23							14.6	**Gore** (Spur) 0.5
	9.35						f 4.59						f 8.24							15.1	**Cipole** (Spur) 0.7
	9.38						5.01						8.26							15.8	**Ford** (Spur) 0.3
	9.41						5.02						8.27						4	16.1	**Stewart** (Spur) 0.6
	9.45						5.04						8.29							16.7	**Rock Creek** (Spur) 0.5
1186	9.55						s 5.06						s 8.31						3	17.2	D **Sherwood** 1.5
	10.05						s 5.10						s 8.35						3	18.7	**Middleton** (Spur) 1.4
	10.15						f 5.14						f 8.39						½	20.1	**Votaw** 0.3
	10.18						f 5.15						f 8.40						3	20.4	**Frank** (Spur) 1.3
	10.28						Foot-note f **5.22**						f 8.45						7	21.7	**Rex** (Spur) 2.3
634 W	10.40						f 5.33						f **8.58**						4	24.0	**Springbrook** 2.0
482	11.00						s 5.40						s 9.05						4	26.0	D **Newberg** 2.5
867	11.15						s 5.47						s 9.12						5	28.5	**Dundee Junction** 2.6
	11.23						f 5.54						f 9.19						3	31.1	**Ray** (No siding) 1.3
	11.28						s 5.58						s 9.23						1½	32.4	**Dayton** (Spur) 0.8
	11.31						f 6.00						f 9.25						4	33.2	**Oak Lawn** (No siding) 1.8
926	**11.40**						s 6.04						s 9.29						4	35.0	D **Lafayette** 1.7
1046 Y	11.50 AM AR						s 6.10 PM AR						s 9.35 AM AR							36.7	D **ST. JOSEPH**
	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.					36.7
	4.00	0.25	0.25	0.25	0.25	0.25	1.55	0.25	0.25	0.25	0.25	0.25	1.55	0.25	0.25	0.25					**Time Over District**
	9.17	16.80	16.80	16.80	16.80	16.80	19.15	16.80	16.80	16.80	16.80	16.80	19.15	16.80	16.80	16.80					**Average Speed per Hour**

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81).
Delayed suburban trains have right over opposing suburban trains.

No. 6 has right over No. 33.
No. 76 has right over No. 23.

No. 5 will take siding at Gore for No. 58.
No. 77 will take siding at Rex for No. 6.

YAMHILL DIVISION: St. Joseph and Portland

TOWARD SAN FRANCISCO

TIME TABLE No. 48 June 9, 1907	DISTANCE FROM AIRLIE	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles		First Class																Third Class								Length of passing tracks in to clear and location of scales, water, fuel and turning stations	
					19	21	23	25	5	27	29	31	33	35	77	37	39	41	43			57								
					Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Dallas Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Dallas Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger			Way Freight								
STATIONS			Danger Point	Caution Point	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily Ex. Sun.								
					A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	A M AR			P M AR								
D PORTLAND	80.0				6.25	7.25	8.35	9.45	10.15	11.45	1.55	3.05	5.10	6.15	**6.25**	7.35	9.55	11.10	12.25			4.10							520	TO
0.8		3																												
Turntable	79.2				f 6.22	f 7.22	f 8.32	f 9.42	10.12	f11.42	f 1.52	f 3.02	f 5.07	f 6.12	6.23	f 7.32	f 9.52	f11.07	f12.22			4.04							542	
0.7																														
Dorrance (Spur)	78.5																													
0.1																														
Wrenn (Spur)	78.4	4			f 6.20	f 7.20	f 8.30	f 9.40	10.10	f11.40	f 1.50	f 3.00	f 5.05	f 6.10	6.21	f 7.30	f 9.50	f11.05	f12.20			3.59								
0.1																														
Zimmerman (Spur)	78.3				f 6.19	f 7.19	f 8.29	f 9.39		f11.39	f 1.49	f 2.59	f 5.04	f 6.09		f 7.29	f 9.49	f11.04	f12.19			3.58								
0.5																														
Jones (Spur)	77.8				f 6.17	f 7.17	f 8.27	f 9.37	10.07	f11.37	f 1.47	f 2.57	f 5.02	f 6.07	6.19	f 7.27	f 9.47	f11.02	f12.17			3.56								
0.4 —(No siding)																														
Southern Portland	77.4				s 6.16	s 7.16	s 8.26	s 9.36	10.06	s11.36	s 1.46	s 2.56	s 5.01	s 6.06	6.18	s 7.26	s 9.46	s11.01	s12.16			3.54								
0.4																														
Fulton (No siding)	77.0	8			s 6.15	s 7.15	s 8.25	s 9.35	10.05	s11.35	s 1.45	s 2 55	s 5.00	s 6.05	6.17	s 7.25	s 9.45	s11.00	s12.15			3.52								
0.5																														
Cemetery (No siding)	76.5				s 6.13	s 7.13	s 8.23	s 9.33	10.03	s11.33	s 1.43	s 2.53	s 4.58	s 6.03	6.15	s 7.23	s 9.43	s10.58	s12.13			3.50								
1.2																														
Riverdale	75.3				s 6.09	s 7.09	s **8.19**	s 9.29	f 9.59	s11.29	s 1.39	s 2.49	s 4.54	s 5.59	f 6.12	s 7.19	s 9.39	s10.54	s12.09			**3.46**							277	
0.5																														
Rivera (No siding)	74.8				s 6.08	s 7.08	s 8.18	s 9.28	f 9.58	s11.28	s 1.38	s 2.48	s 4.53	s 5.58	f 6.11	s 7.18	s 9.38	s10.53	s12.08			3.35								
0.2																														
Elk Rock (Spur)	74.6	7			f 6.07	f 7.07	f 8.17	f 9.27		f11.27	f 1.37	f 2.47	f 4.52	f 5.57		f 7.17	f 9.37	f10.52	f12.07											
0.6																														
Rock Spur	74.0				6.03	7.03	8.13	9.23	9.53	11.23	1.33	2.43	4.48	5.53	6.08	7.13	9.33	10.48	12.03			3.29								
1.0																														
D OSWEGO	73.0				6.00	7.00	8.10	9.20	s 9.50	11.20	1.30	2.40	4.45	5.50	s 6.05	7.10	9.30	10.45	A M 12.00			3.25							270	Y
3.3		9			A M LV	A M LV	A M LV	A M LV		A M LV	P M LV	P M LV	P M LV	P M LV		P M LV	P M LV	P M LV	NIGHT LV											
Bryant (Spur)	69.7								f 9.41						f 5.56							2.40								
0.8		2																												
Cook	68.9								f 9.39						f 5.54							2.30							745	
1.7		5																												
Tualatin (Spur)	67.2								s 9.35						s 5.50							2.20								
1.3		3																												
Herrman (Spur)	65.9								f 9.32						f 5.47							2.01								
0.5		1½	8	12																										
Gore (Spur)	65.4								Foot-note f **9.31**						f 5.46							1.58								
0.5		1½																												
Cipole (Spur)	64.9								f 9.29						f 5.44							1.55								
0.7		2																												
Ford (Spur)	64.2								9.27						5.42							1.49								
0.3		¾																												
Stewart (Spur)	63.9								9.26						5.41							1.46								
0.6		2																												
Rock Creek (Spur)	63.3								9.24						5.39							1.43								
0.5		1½																												
D Sherwood	62.8								s 9.23						s 5.38							1.40							1186	
1.5		4																												
Middleton (Spur)	61.3								s 9.19						s 5.34							1.30								
1.4		3																												
Votaw	59.9								f 9.14						f 5.28							1.20								
0.3		1																												
Frank (Spur)	59.6								f 9.13						f 5.26							1.18								
1.3		4																												
Rex (Spur)	58.3								f 9.08						Foot-note f **5.22**							1.10								
2.3		9																												
Springbrook	56.0								f **8.58**						f 5.11							12.50							634	W
2.0		6																												
D Newberg	54.0								s 8.52						s 5.05							12.40							482	
2.5		6																												
Dundee Junction	51.5								s 8.43						s 4.56							12.10 P M							867	
2.6		7																												
Ray (No Siding)	48.9								f 8.36						f 4.49							11.55								
1.3		4																												
Dayton (Spur)	47.6								s 8.32						s 4.45							11.50								
0.8																														
Oak Lawn (No Siding)	46.8	7							f 8.30						f 4.43							11.45								
1.8																														
D Lafayette	45.0								s 8.26						s 4.39							**11.40**							926	
1.7		5																												
D ST. JOSEPH	43.3								8.20						4.33							11.05							1046	Y
									A M LV						P M LV							A M LV								
36.7					Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily Ex. Sun.								
Time Over District					0.25	0.25	0.25	0.25	1.55	0.25	0.25	0.25	0.25	0.25	1.52	0.25	0.25	0.25	0.25			5.05								
Average Speed per Hour					16.80	16.80	16.80	16.80	19.15	16.80	16.80	16.80	16.80	16.80	19.66	16.80	16.80	16.80	16.80			7.56								

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81).
Delayed suburban trains have right over opposing suburban trains.

No. 6 has right over No. 33.
No. 76 has right over No. 23.

No. 5 will take siding at Gore for No. 58.
No. 77 will take siding at Rex for No. 6.

YAMHILL DIVISION: Whiteson and Airlie

	FROM SAN FRANCISCO														TIME TABLE No. 48 June 9, 1907					TOWARD SAN FRANCISCO									
Length of passing tracks in to clear and location of scales, water, fuel and turning stations	THIRD CLASS	Second Class						First Class			Flagging distance expressed in number of telegraph poles		Minimum running time between stations for passenger trains—minutes	DISTANCE FROM PORTLAND	STATIONS	DISTANCE FROM AIRLIE AND BRANCH TERMINALS	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles		First Class			Second Class					Third Class	
	58	72	70	68	66	64	100	4	6	76	Danger Point	Caution Point						Danger Point	Caution Point	3	5	77	65	67	69	71	73	57	59
	Way Freight	I. and M.	I. and M.	I. and M.	I. and M.	I. and M.	I. and M.	Sheridan Passenger	Dallas Passenger	Dallas Passenger										Sheridan Passenger	Dallas Passenger	Dallas Passenger	I. and M.	I. and M.	I. and M.	I. and M.	I. and M.	Way Freight	Way Freight
	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
	Via West Side Division								Via West Side Division	Via West Side Division				36.7	D ST. JOSEPH	43.3					Via West Side Division	Via West Side Division						Via West Side Division	
															3.0														
														39.7	D McMinnville	40.3													
															4.2														
448 WY	PM LV 1.05							PM LV 6.50	PM LV 6.35	AM LV 10.10	8	12		43.9	D WHITESON	36.1		8	12	AM AR s 7.35	AM AR s 7.55	PM AR s 4.10						AM AR 9.33	
													2½		1.3		3												
	1.10							f 6.53	f 6.38	f10.13				45.2	Holmes (Spur)	34.8				f 7.32	f 7.52	f 4.07						9.29	
													5		2.3		7												
1295	1.20							f 7.00	f 6.45	f10.20				47.5	Briedwell	32.5				f 7.26	f 7.45	f 4.00						9.21	
													1¾		0.9		2½												
360	1.23							f 7.03	f 6.48	f10.23				48.4	Harrison (Spur)	31.6				f 7.24	f 7.42	f 3.57						9.18	
													4		2.1		5												
240	1.30							f 7.09	f 6.53	f10.28				50.5	Broadmead (Spur)	29.5				f 7.19	f 7.36	f 3.51						9.12	
													1		0.5		1½												
Y	1.32							s 7.10	s 6.54	s10.29				51.0	SHERIDAN JCT.	29.0				7.18	7.35	3.50						9.10	
Y	1.33							7.11			8	12		51.0	SHERIDAN JCT.	7.0		8	12	s 7.17									PM AR 2.49
													5		2.7		7												
782	1.43							s 7.17						53.7	Ballston	4.3				s 7.10									2.40
													9		4.3		12												
990 T	2.00							7.30 PM AR						58.0	D SHERIDAN	0.0				7.00 AM LV									2.20 PM LV
Y	3.00								6.55	10.30	8	12		51.0	SHERIDAN JCT.	29.0		8	12		s 7.34	s 3.49						9.05	
													4		2.2		6												
432	3.10								s 7.00	s10.35				53.2	Perrydale	26.8					s 7.30	s 3.45						8.57	
													8		4.4		11												
730	**3.35**								f 7.11	f10.46				57.6	Smithfield	22.4					f 7.20	f **3.35**						8.40	
													5		2.9		7												
	3.47								f 7.20	f10.55				60.5	Polk (No Siding)	19.5					f 7.09	f 3.24						8.30	
													2		0.8		3												
	3.52								f 7.22	f10.57				61.3	Dolph (Spur)	18.7					f 7.07	f 3.22						8.25	
													5		2.4		7												
1044 WT	4.10 PM AR		PM LV 7.35	PM LV 1.00		AM LV 8.30	AM LV 6.55		7.30 PM AR	11.05 AM AR				63.7	D DALLAS	16.3					7.00 AM LV	3.15 PM LV	AM AR 6.40		AM AR 11.30	PM AR 6.55		8.10 AM LV	
													7		4.2		17												
			s 7.51	s 1.16		s 8.46	s 7.11							67.9	Cochrane (No siding)	12.1							s 6.24		s11.14	s 6.39			
													5		2.9														
440		PM LV 3.50	8.00 PM AR	1.25 PM AR	AM LV 7.40	8.55 AM AR	7.20 AM AR							70.8	D MONMOUTH	9.2							6.15 AM LV	AM AR 9.35	11.05 AM LV	6.30 PM LV	PM AR 5.40		
													7		3.8		9												
		s 4.05			s 7.55									74.6	Luckiamute (Spur)	5.4								s 9.20			s 5.25		
													5		2.8		7												
		s 4.15			s 8.05									77.4	Simpson (Spur)	2.6								s 9.10			s 5.15		
													5		2.6		7												
485 T		4.25 PM AR			8.15 AM AR									80.0	AIRLIE	0.0								9.00 AM LV			5.05 PM LV		
															43.3														
	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
	3.05	0.35	0.25	0.25	0.35	0.25	0.25	0.40	0.55	0.55					Time Over District					0.35	0.55	0.55	0.25	0.35	0.25	0.25	0.35	1.23	0.29
	11.34	15.77	17.04	17.04	15.77	15.77	15.77	21.15	21.60	21.60					Average Speed per Hour					24.17	21.60	21.60	17.04	15.77	17.04	17.04	15.77	14.31	14.44

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81).
No. 58 has right over No. 59, Sheridan Junction to Sheridan.
No. 66 has right over No. 67, and No. 72 has right over No. 73.
I. and M. trains will not exceed Time Table time.

SPECIAL RULES

Standard Clocks at Ashland, Grants Pass, Roseburg, Cottage Grove, Junction City, Albany, Woodburn, Silverton, Springfield, Dallas, Sheridan, Corvallis, Forest Grove, Portland (Grand Central Station), Portland (Jefferson Street), and dispatcher's office at Portland.

Registering Stations: Ashland, Grants Pass, Glendale, Roseburg, Cottage Grove, Junction City, Albany, Woodburn, East Portland, Portland, Silverton, Crabtree, Tallman, Coburg, Springfield, Natron, Wendling, Lebanon, Portland (Jefferson Street), Oswego, St. Joseph, Whiteson, Sheridan Junction, Sheridan, Dallas, Monmouth, Airlie, Corvallis, Forest Grove.

Engineers, before leaving registering stations, except the initial point of their run, will require from the Conductor a memorandum showing the numbers of all *ruling* trains, and stating he has checked the register and that they have all arrived or departed, as the case may be.

Ashland, Roseburg, Junction City and Portland are initial and terminal points for all trains.

All trains must obtain clearance cards before leaving, Ashland, Grants Pass, Roseburg, Junction City, Portland, Portland (Jefferson Street), Corvallis, Lebanon, Dallas and Sheridan.

The one Semaphore for train orders at St. Joseph and Whiteson applies to both the West Side and Yamhill Divisions, and at Tallman to the Woodburn-Springfield and the Lebanon Branches.

Trains must reduce speed to 4 miles per hour over bridge crossing Willamette River between Harrisburg and Junction City; 6 miles per hour on Fourth Street, Portland, and South Santiam bridge, Woodburn-Springfield branch; 10 miles per hour over Elk Rock trestle, Yamhill Division, and passing shop buildings, Car Shops, main line; 12 miles per hour over Street Car Crossing Fair Grounds, and C. & E. R. R. Co's Crossing Albany; 15 miles per hour at rock point where track approaches the river west of New Era, and on curve just west of O. W. P. & Ry. Co's crossing, east of Canemah; 25 miles per hour on the curves east and west of Clackamas and Winchester bridges, main line.

All trains moving between Portland and East Portland will be governed by the time-table and rules and regulations of the Oregon Railroad & Navigation Company. Southern Pacific regular trains, on time, have right over all delayed O. R. & N. trains. Delayed and extra Southern Pacific trains will proceed only under cover of flag.

Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company while in their yard.

Water tanks are also located on East Side, ½ mile west of Tunnel 9, 3½ miles west of Wolf Creek and 4 miles west of Cornutt. On Woodburn-Springfield Branch, 1 mile west of Tallman. On Yamhill Division, 1 mile west of Oswego.

Automatic block signals, controlled by track circuits, are located on curve between Car Shops and East Washington Street. When conditions described in Automatic Block System, Rule 40, are encountered, trains will proceed as soon as flagman has had sufficient time to insure full protection.

Trains must not be run from the *instant of their departure* from any station to the *instant of their arrival* at the next station in less time than given in the columns headed "*Minimum running time between stations.*" Speed limits contained in *special rules or bulletins* must be strictly observed regardless of minimum time.

When a train stops at any unusual place, the engineman will be responsible for failure to immediately sound his whistle as a signal to the flagman to go back and protect the train.

Rule 323 is modified to read as follows: Operators will require enginemen to call for the semaphore, even when they have no orders for the train, instead of giving a clear board when the train whistles for the station.

Rule 22 is modified to read as follows: All engines coupled to the front of a train shall display the signals as prescribed by Rules 20 and 21.

Freight trains consisting of more than 15 cars will cut off engine to spot at Water Tanks.

Helper Engineers must be furnished copies of all train orders affecting the movement of trains while being helped. Train Dispatchers must have sufficient copies made, and Conductors will be held responsible for failure to deliver orders to helpers.

First-class trains must be under control when moving within the yard limits at East Portland, Salem, Albany, Junction City, Roseburg and Grants Pass.

Second-class, third-class and extra trains must be under control when moving within the yard limits at East Portland, Oregon City, Woodburn, Salem, Albany, Junction City, Eugene, Cottage Grove, Drain, Oakland, Roseberg, Myrtle Creek, West Fork, Glendale, Grants Pass, Medford, Mt. Angel, Silverton, Tallman, Lebanon, Brownsville, Coburg, Springfield, Wendling, Natron, Portland (West Side), Beaverton, Hillsboro, Forest Grove, St. Joseph, McMinnville, Whiteson, Independence, Corvallis, Portland (Jefferson Street), Oswego, Newberg, Sheridan Junction, Sheridan, Dallas, Monmouth and Airlie, and trains and engines may work and occupy the main track at these places on the time of all except first-class trains without flag protection.

East Portland yard limits extend to yard sign west of Ladd.

Portland (West Side) yard limits extend to yard sign east of South Portland.

Portland (Jefferson Street) yard limits extend to yard sign east of Jones.

Salem yard limits extend to yard sign east of Fair Grounds.

Albany yard limits extend to yard sign west of Albany Junction.

Springfield yard limits extend to yard sign east of Mohawk Junction on Natron and Wendling Branches.

Under control in yard limits: Ability to stop within range of vision.

Under column headed "Length of passing tracks, location of scales, water, fuel, and turning stations," the letters indicate:

"W"—water tank.
"Y"—wye.
"C"—coal bunker.
"T"—turntable.
"O"—track scales.

In addition to the usual inspection of air brakes, after making up, setting out cars from or adding cars to the train, or after change of engines, and before descending heavy grades, engineer will sound one long blast of the steam whistle, rear brakeman or conductor will then proceed to apply the brakes by opening cock at rear end of last car in train gently, only allowing enough air to escape to apply the brakes slowly and firmly. Engineer should watch gauge, and if proper reduction made in train line, he will acknowledge same by two short blasts of the steam whistle. If car repairers are on duty, they will make this test at all terminal stations.

Passenger trains will not exceed 25 miles per hour between Reuben and West Fork.

Freight trains, or 2500 class engines in freight and passenger trains or running "light," are restricted to 20 miles per hour between Reuben and West Fork and freight minimum over balance of division between Ashland and Portland.

Speed of Pacific Type Engines (193 Class) restricted to a maximum of forty-five miles per hour and twenty-five miles per hour around sharp curves.

Retainers must be turned up on passenger and freight trains west-bound, from Tunnel 8 to Wolf Creek, and from Tunnel 9 to Merlin; east-bound, from Tunnel 9 to Leland, Tunnel 8 to Glendale; also on freight trains, Rice Hill to foot of grade, east and west-bound, and from Divide to Comstock, west-bound; on West Side Division, passenger and freight trains, from Bertha to Portland.

Trains handling steam wrecking crane must not exceed speed of 25 miles per hour.

RATING IN Ms OF LOCOMOTIVES ON LINES IN OREGON

CLASS	ENGINE NUMBERS	BOILER PRES-SURE	Portland to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Portland	Jct. City to Drain	Drain to Oakland	Oakland to Roseburg	Roseburg to Divide	Divide to Jct. City	Roseburg to WestFork	WestFork to GrantsPs.	GrantsPs. to Ashland	Ashland to GrantsPs.	GrantsPs. to Glendale	Glendale to Roseburg	Woodb'n to Pratum	Pratum to Aum'ville	Aum'ville to Natron	Natron to Aum'ville	Aum'ville to Pratum	Pratum to Woodb'n	M'h'k Jct. to Wendl'g	Wendl'g to M'h'k Jct.	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct.
E-63 $\frac{16}{24}$ 44	1243 to 1255	125	830	1180	1280	1380	1280	1130	1030	325	435	410	1030	......	......	......	......	......	815	830	375	740	1380	400	1280	1350	1400	1280	1380
E-63 $\frac{16}{24}$ 46	1256	135	830	1205	1280	1380	1305	1150	1055	325	435	410	1080	......	......	......	......	......	830	830	375	740	1380	400	1305	1350	1425	1280	1380
E-63 $\frac{17}{24}$ 50	1355 to 1361	140	930	1280	1380	1480	1380	1230	1180	370	485	465	1180	......	......	......	......	......	950	930	425	790	1480	430	1380	1450	1525	1380	1480
M-53 $\frac{17}{24}$ 63 M-57 $\frac{17}{24}$ 68	1600 1601 to 1608	140	1110	1480	1580	1680	1580	1405	1380	465	590	540	1380	980	430	950	1680	430	1145	1110	525	1000	1680	600	1580	1650	1850	1580	1680
T-55 $\frac{18}{24}$ 71 E-64 $\frac{18}{26}$ 67	115, O. R. & N. 83, O. R. & N	145 160	1110	1480	1580	1680	1580	1405	1380	465	590	540	1380	980	430	950	1680	430	1145	1110	525	1000	1680	600.	1580	1650	1850	1580	1680
T-57 $\frac{18}{24}$ 68	2025	135	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	980	430	950	1680	430	1180	1110	525	1000	1680	600	1580	1650	1850	1580	1680
T-57 $\frac{18}{24}$ 74 T-57 $\frac{18}{24}$ 70 T-57 $\frac{18}{24}$ 72	2029 2030, 2031 2041, 2048, 2085	140	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1275	1180	550	1060	1780	640	1680	1750	1950	1680	1780
M-57 $\frac{18}{24}$ 73	1610 to 1614	140	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1290	1180	550	1060	1780	640	1680	1750	1950	1680	1780
E-63 $\frac{18}{24}$ 69 E-63 $\frac{18}{24}$ 68	1385 1395	150	1110	1480	1580	1680	1580	1405	1380	460	580	540	1380	980	430	950	1680	430	1250	1110	525	1000	1680	600	1580	1650	1850	1580	1680
T-57 $\frac{18}{24}$ 88	2141, 2145, 2148	150	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	600	1200	1880	700	1780	1850	2050	1780	1880
M-57 $\frac{18}{24}$ 90	103, 106, 109, 111, O. R. & N	150	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	600	1200	1880	700	1780	1850	2050	1780	1880
T-63 $\frac{20}{24}$ 108	136, 140, O. R. & N	180	1530	1930	2030	2130	2030	1880	1880	710	900	840	1880	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
T-63 $\frac{18}{30}$ 77	2188, 2194, 2195, 2196, 2199, 2200, 2203, 2204, 2205, 2206	145	1380	1780	1880	1980	1880	1730	1730	625	805	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	750	1880	1950	2150	1880	1980
T-57 $\frac{18}{30}$ 78 T-57 $\frac{18}{30}$ 71 T-57 $\frac{18}{30}$ 84	2189, 2191, 2198, 2202 2192, 2193 2208	145	1380	1780	1880	1980	1880	1730	1730	640	855	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	750	1880	1950	2150	1880	1980
C-55 $\frac{19}{30}$ 143	200, 201, 202, O. R. & N	200	1880	2650	3030	F	3030	2490	2490	1030	1430	1200	2510	1780	930	1630	F	930	2030	......	......	......	......	......	......	......	......	......	......
C-57 $\frac{22}{30}$ 187	2572 to 2591	200	2300	3180	3600	F	3600	2980	2980	1230	1700	1440	3010	2300	1120	2300	F	1120	2600	......	......	......	......	......	......	......	......	......	......
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms 40 to 50 Ms. More than 50 Ms.		6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0

CLASS	ENGINE NUMBERS	BOILER PRES-SURE	Portland to Beav'rton	Beav'rton to Gaston	Gaston to Corvallis	Corvallis to Ind'p'nce	Ind'p'nce to St. Joseph	St. Joseph to N. Y'mhill	N. Y'mhill to Gaston	Gaston to Reedville	Reedville to Beav'rton	Beav'rton to Portland	Portland to Sherwood	Sherwood to Sp'gbr'ok	Sp'gbr'ok to Smithf'ld	Smithf'ld to Dallas	Dallas to Monm'th	Monm'th to Airlie	Airlie to Smithf'ld	Smithf'ld to Whiteson	St. Joseph to Sp'gbr'ok	Sp'gbr'ok to Sherwood	Sherwood to Oswego	Oswego to Portland	Sherd. Jc. to Sheridan	Sheridan to Sherd. Jc.			
E-63 $\frac{16}{24}$ 44	1243 to 1255	125	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	740	820	740	540			
E-63 $\frac{16}{24}$ 46	1256	135	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	740	820	740	540			
E-63 $\frac{17}{24}$ 50	1355 to 1361	140	130	950	660	660	855	810	775	1100	1175	430	600	425	870	425	1550	650	830	1100	720	420	790	870	790	600			
M-53 $\frac{17}{24}$ 63 M-57 $\frac{17}{24}$ 68	1600 1601 to 1608	140	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1000	1100	1000	740			
T-55 $\frac{18}{24}$ 71 E-64 $\frac{18}{26}$ 67	115, O. R. & N. 83, O. R. & N	145 160	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1000	1100	1000	740			
T-57 $\frac{18}{24}$ 68	2025	135	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1000	1100	1000	740			
T-57 $\frac{18}{24}$ 74 T-57 $\frac{18}{24}$ 70 T-57 $\frac{18}{24}$ 72	2029 2030, 2031 2041, 2048, 2085	140	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1060	1165	1060	780			
M-57 $\frac{18}{24}$ 73	1610 to 1614	140	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1060	1165	1060	780			
E-63 $\frac{18}{24}$ 69 E-63 $\frac{18}{24}$ 68	1385 1395	150	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1000	1100	1000	740			
T-57 $\frac{18}{24}$ 88	2141, 2145, 2148	150	210	1430	1050	1050	1430	1280	1200	1630	1700	700	800	600	1400	750	2200	900	1200	1550	1050	575	1200	1430	1200	800			
M-57 $\frac{18}{24}$ 90	103, 106, 109, 111, O. R. & N	150	210	1430	1050	1050	1430	1280	1200	1630	1700	700	800	600	1400	750	2200	900	1200	1550	1050	575	1200	1430	1200	800			
T-63 $\frac{18}{30}$ 77	2188, 2194, 2195, 2196, 2199, 2200, 2203, 2204, 2205, 2206	145	220	1500	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1300	1500	1300	850			
T-57 $\frac{18}{30}$ 78 T-57 $\frac{18}{30}$ 71 T-57 $\frac{18}{30}$ 84	2189, 2191, 2198, 2202 2192, 2193 2208	145	220	1500	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1300	1500	1300	850			
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms. 40 to 50 Ms. More than 50 Ms.		6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0			

CLASSIFICATION OF ENGINES

"C"–Consolidation engine	"M"–Moguls
"E"–Eight-wheelers	"T"–Ten-wheelers

LIST OF SURGEONS, HOSPITAL DEPARTMENT, LINES IN OREGON

NAME	TITLE	LOCATION	DISTRICT
DR. F. K. AINSWORTH	Chief Surgeon and Manager	San Francisco	All
DR. G. F. WILSON	Division Surgeon	Portland	Lines In Oregon
DR. RICH NUNN	Oculist and Aurist	Portland	Portland
DR. A. H. JOHNSON	District Surgeon	Portland	Portland (East Side) to Clackamas
DR. W. E. CARLL	District Surgeon	Oregon City	Clackamas to New Era
DR. H. A. DEDMAN	District Surgeon	Canby	New Era to Aurora
DR. W. W. GIESY	Emergency Surgeon	Aurora	
DR. S. W. WEAVER	Emergency Surgeon	Hubbard	
DR. O. P. OVERTON	District Surgeon	Woodburn	Aurora to Gervais and Mt. Angel
DR. J. H. FAIRCHILD	Emergency Surgeon	Gervais	
DR. W. H. BYRD	District Surgeon	Salem	Gervais to Marion
DR. C. L. RANSOM	Emergency Surgeon	Turner	
DR. W. W. ALLEN	Emergency Surgeon	Jefferson	
DR. W. A. TRIMBLE	District Surgeon	Albany	Marion and Halsey
DR. THOS. MARKS	Emergency Surgeon	Halsey	
DR. W. H. DALE	Emergency Surgeon	Harrisburg	
DR. C. L. WILLIAMS	District Surgeon	Junction City	Halsey to Irving
DRS. PAINE & KUYKENDALL	District Surgeons	Eugene	Irving to Creswell
DR. L. D. SCARBROUGH	Emergency Surgeon	Creswell	
DR. B. R. JOB	District Surgeon	Cottage Grove	Creswell to Comstock
DR. C. E. WADE	District Surgeon	Drain	Comstock to Yoncalla
DR. W. C. GILMOUR	District Surgeon	Oakland	Yoncalla to Wilbur
DR. GEO. E. HOUCK	District Surgeon	Roseburg	Wilbur to Myrtle Creek
DR. J. E. SHEARER	Assistant Surgeon	Roseburg	
DR. C. E. BOGUE	Emergency Surgeon	Myrtle Creek	
DR. F. KIRKPATRICK	District Surgeon	Riddle	Myrtle Creek to West Fork
DR. A. F. SETHER	District Surgeon	Glendale	West Fork to Leland
DRS. FINDLEY & LOUGHRIDGE	District Surgeons	Grants Pass	Leland to Central Point
DR. E. B. PICKEL	District Surgeon	Medford	Central Point to Talent
DR. J. S. PARSONS	District Surgeon	Ashland	Talent to Ashland
DR. F. M. BROOKS	District Surgeon	Silverton	Mt. Angel to Aumsville
DR. A. G. PRILL	District Surgeon	Scio	Aumsville to Brownsville
DR. R. A. JAYNE	Emergency Surgeon	Springfield	
DR. M. E. JARNAGIN	District Surgeon	Coburg	Brownsville to Natron
DR. J. O. VAN WINKLE	District Surgeon	Wendling	Wendling Branch
DR. J. C. BOOTH	District Surgeon	Lebanon	Lebanon Branch
DR. J. P. TAMIESIE	District Surgeon	Hillsboro	Beaverton to North Yamhill
DR. D. W. WOOD	Emergency Surgeon	Forest Grove	
DR. F. H. COFFEEN	Emergency Surgeon	North Yamhill	
DR. J. H. COOK	District Surgeon	McMinnville	North Yamhill to Whiteson
DR. O. D. BUTLER	District Surgeon	Independence	Whiteson, Wellsdale, Dallas to Airlie
DR. G. R. FARRA	District Surgeon	Corvallis	Wellsdale to Corvallis
DR. D. H. RICKARD	Emergency Surgeon	Sherwood	
DR. H. A. LITTLEFIELD	District Surgeon	Newberg	
DR. W. T. SMITH	District Surgeon	Sheridan	Whiteson to Sheridan and Dallas
DR. W. S. CARY	Emergency Surgeon	Dallas	

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.
When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon.
Any officer of the Company is authorized to call Company Surgeons to attend the injured.
When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

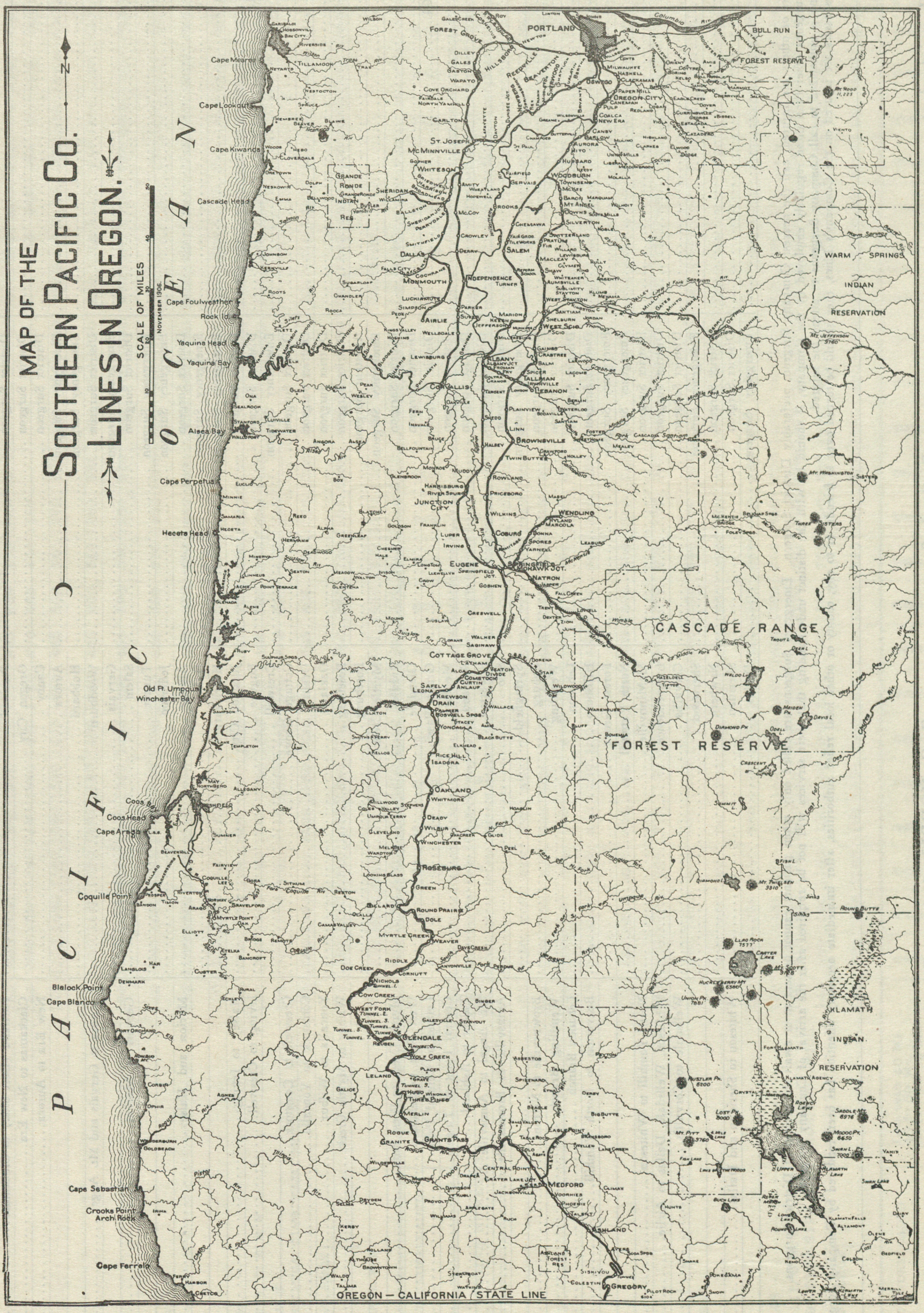
L. R. FIELDS, *Superintendent*, - - - - - - *Portland, Oregon*

G. C. MORRIS, *Assistant Superintendent*, - - - - - *Portland, Oregon*

C. W. CLINE, *Trainmaster*, - - - - - - - - *Roseburg, Oregon*

C. H. FOX, *Chief Dispatcher*, - - - - - - *Portland, Oregon*

C. W. MARTYN, *Chief Dispatcher*, - - - - - *Roseburg, Oregon*



MAP OF THE SOUTHERN PACIFIC CO. LINES IN OREGON.

SCALE OF MILES

NOVEMBER 1906.

PACIFIC OCEAN
N
0 10 20 30 40 50
PORTLAND
Columbia Riv.
BULL RUN
FOREST RESERVE
OSWEGO
OREGON CITY
FOREST GROVE
HILLSBORO
NEWBERG
McMINNVILLE
SHERIDAN
DALLAS
INDEPENDENCE
SALEM
ALBANY
CORVALLIS
LEBANON
BROWNSVILLE
HARRISBURG
JUNCTION CITY
EUGENE
SPRINGFIELD
NATRON
WENDLING
COTTAGE GROVE
DRAIN
OAKLAND
ROSEBURG
MYRTLE CREEK
GLENDALE
GRANTS PASS
MEDFORD
ASHLAND
GREGORY
WARM SPRINGS INDIAN RESERVATION
CASCADE RANGE
FOREST RESERVE
KLAMATH INDIAN RESERVATION
GRANDE RONDE INDIAN RES.
ASHLAND FOREST RES.
Cape Meares
Cape Lookout
Cape Kiwanda
Cascade Head
Cape Foulweather
Yaquina Head
Yaquina Bay
Alsea Bay
Cape Perpetua
Hecets Head
Old Ft. Umpqua
Winchester Bay
Coos Bay
Coos Head
Cape Arago
Coquille Point
Blalock Point
Cape Blanco
Cape Sebastian
Crooks Point
Arch Rock
Cape Ferrelo
OREGON — CALIFORNIA STATE LINE